

THE PACKARD SIX







THE PACKARD SIX 5-33

THE Packard Six 5-33 models include seven luxurious body types mounted on the longer chassis, 133 inches in length. Illustrations of the four closed and three open cars appear on the following pages. These are, the seven-passenger Sedan, the seven-passenger Sedan Limousine, the five-passenger Club Sedan, and the four-passenger Coupe; the seven-passenger Touring, the five-passenger Phaeton and the two or four-passenger Runabout.

The new cars present notable refinements and improvements. Many of these are of a mechanical nature. With their great ability, more than eighty horsepower being available for any emergency in traffic, on the open road or on the hill, they offer a most surprising quietness of operation. This has been accomplished by a combination of power unit improvements described and illustrated in the mechanical section following the car illustrations.

It is an engineering principle that the six-cylinder motor has every practical advantage up to a certain predetermined size of bore and stroke. When this is attended by careful design, finest workmanship and materials, the result is the motor of the Packard Six. Any car of equal or less power will serve its owner best with a six-cylinder motor. Any car of greater power ought to be an Eight.

Smaller wheels and lower frames provide a pleasing change in external appearance. The bodies, both closed and open, while not actually less in height, appear so due to being set much closer to the ground. Though it is impossible in a booklet of this size to illustrate and describe each one of the bodies in every

detail, leading features are set forth on pages ten to thirteen. Both closed and open cars are offered in a variety of well-chosen color combinations. These may be had without extra charge. Color selection is really an art and each Packard combination is in the best of taste, artistically correct to the slightest striping detail. Though it is quite impossible for every distributor and dealer to have a complete line of these beautiful effects, each one will be pleased to procure whatever may be chosen, either from color samples or observation of other models.

In any company of cars and in any test, the larger Packard Six stands out among America's finest offerings and bows to but one car, the greatest of all cars, the Packard Eight. It provides the comforts and luxuries of fine motoring in a most distinguished manner and at a reasonable cost.

Seven years ago the first Packard Six was offered to the public. Seven years have seen it take first position among really fine cars. It has been accepted in ever-increasing volume with lowered prices and increased quality as a result. First to see the vast market for a quality car at a medium price, Packard now offers the advantages growing out of the seven years' experience. More than half of all the Packard Six cars were bought within the last two years. What, if you please, must be the reason for such a record?

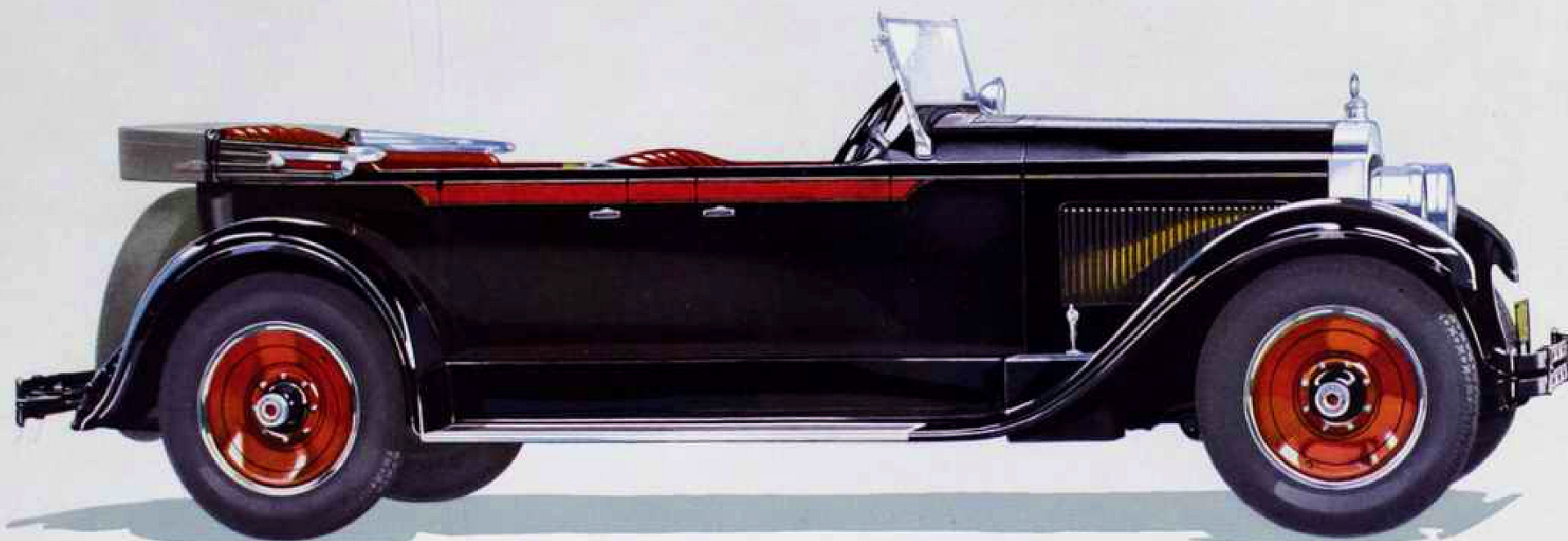
There is but one answer. It is distinguished transportation, provided in cars designed and built by Packard and so truly Packard they are given the Packard name, "Ask the Man Who Owns One."



THE
RUNABOUT



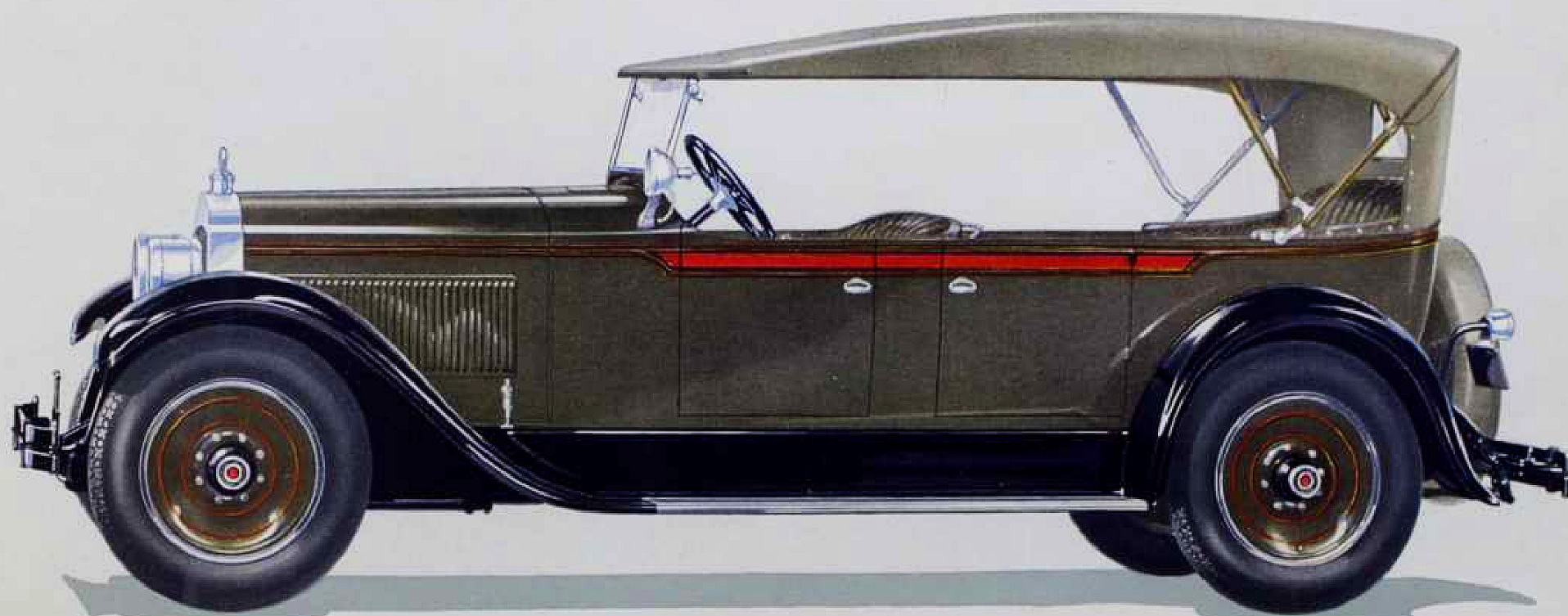
TWO
PASSENGERS



THE
PHAETON



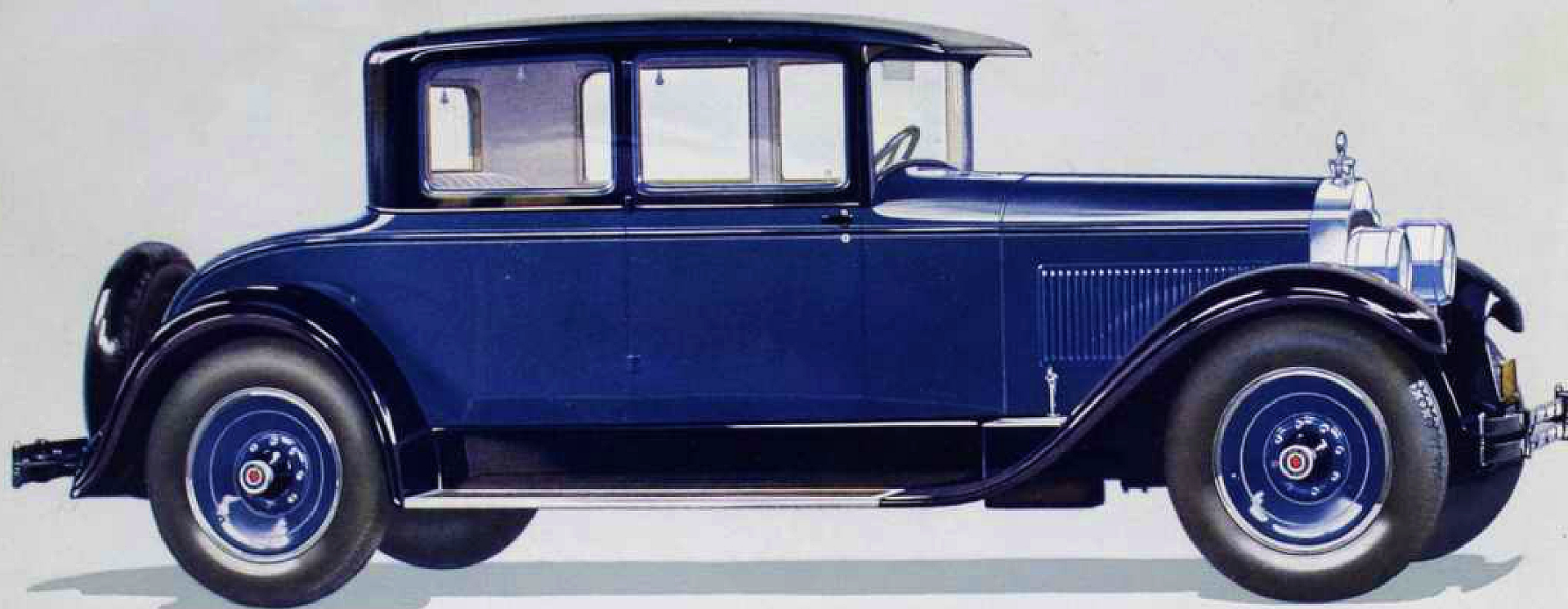
FIVE
PASSENGERS



THE
TOURING



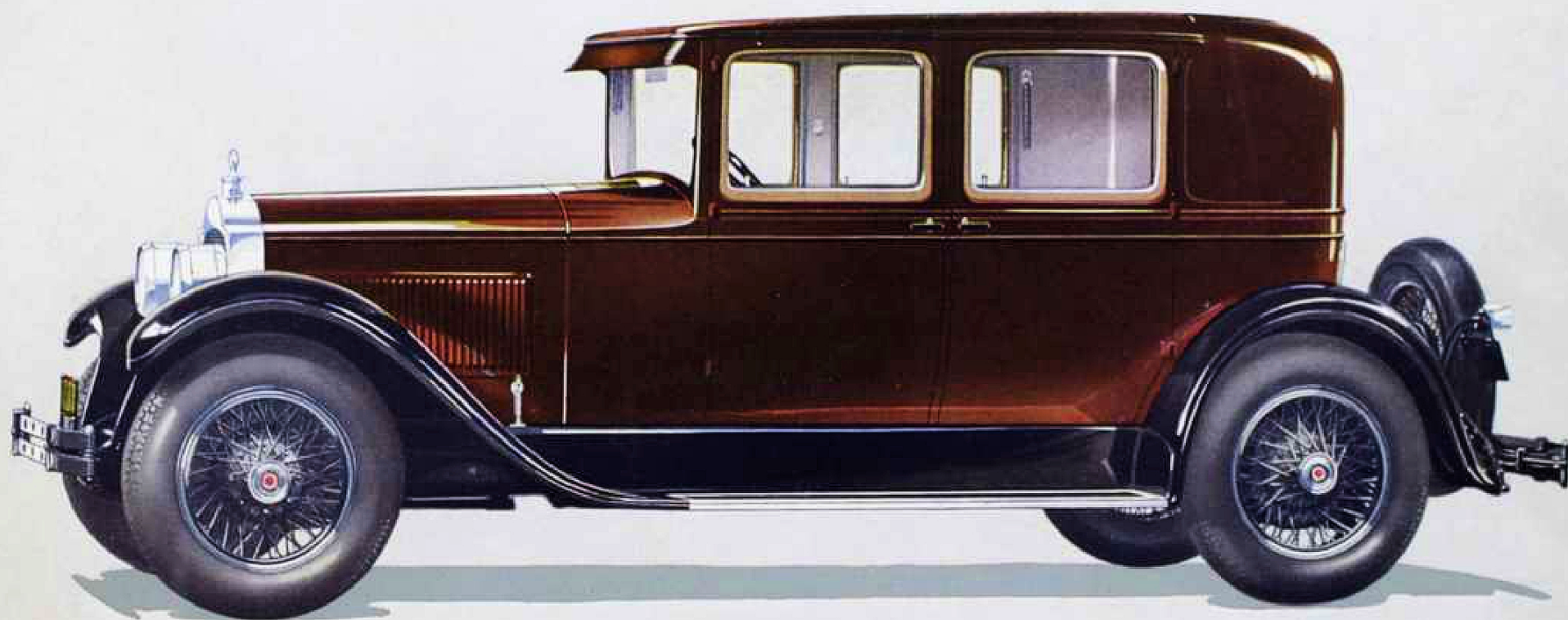
SEVEN
PASSENGERS



THE
COUPE



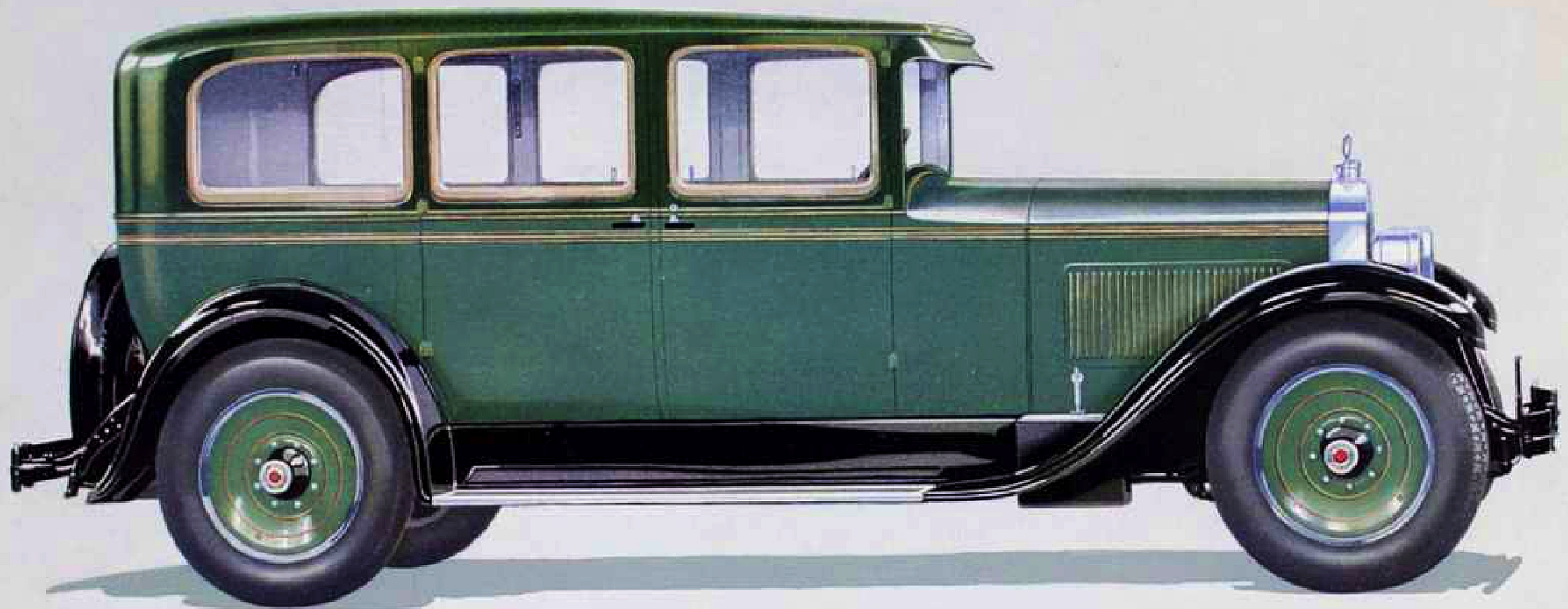
FOUR
PASSENGERS



THE
CLUB SEDAN



FIVE
PASSENGERS

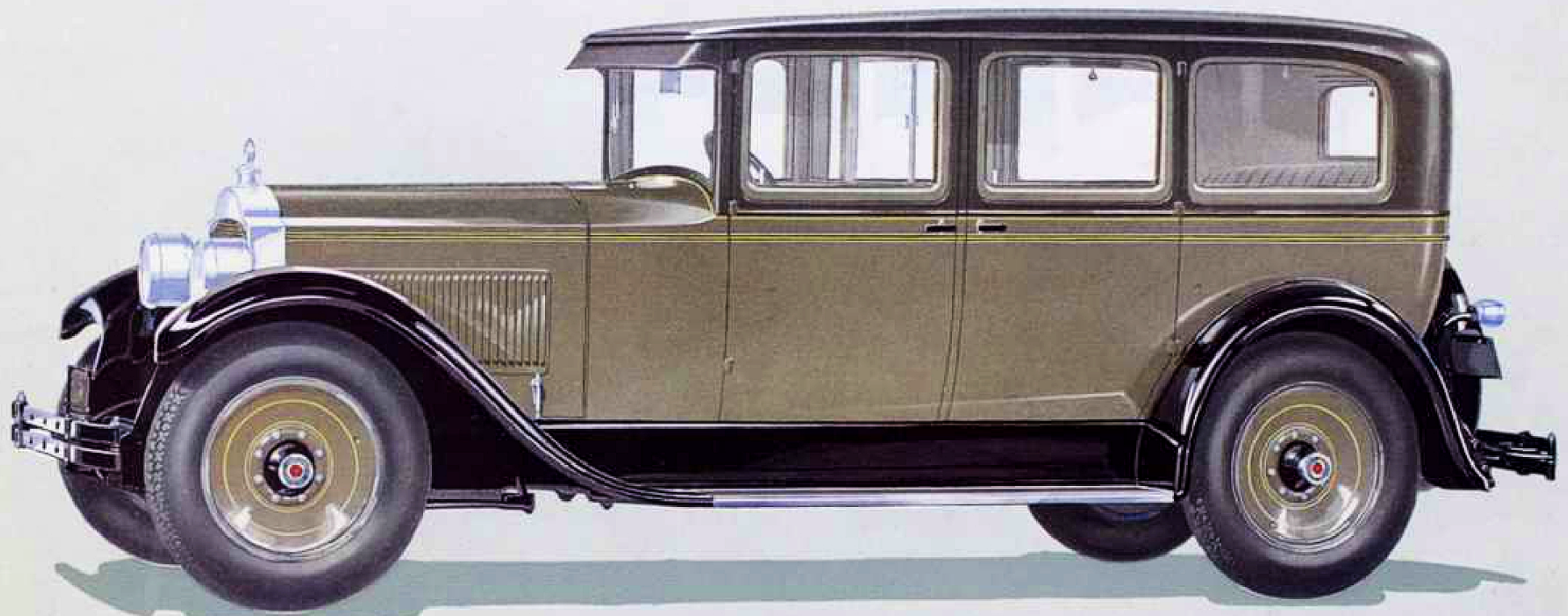


THE
SEDAN



SEVEN
PASSENGERS

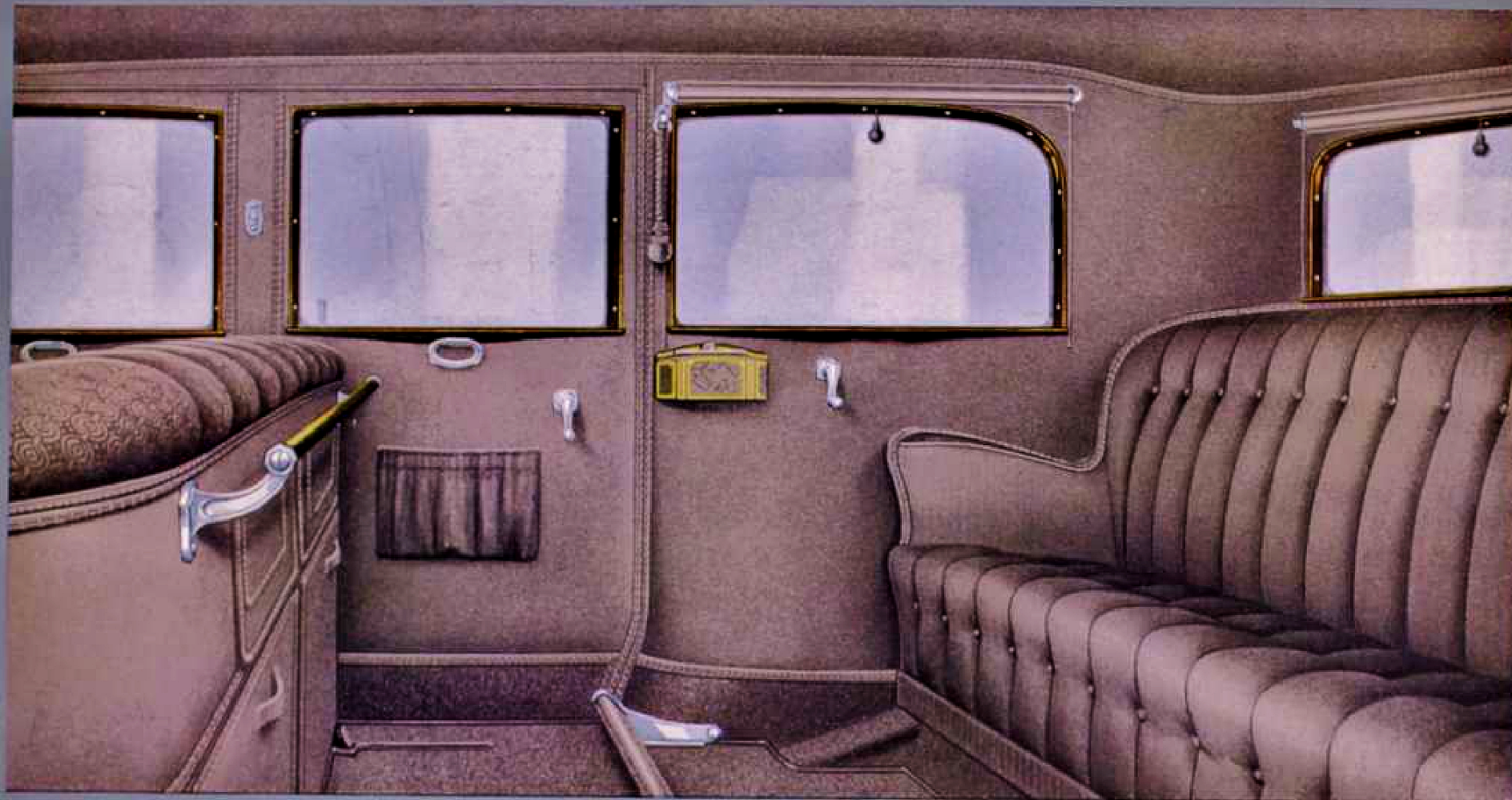
8/50



THE SEDAN
LIMOUSINE

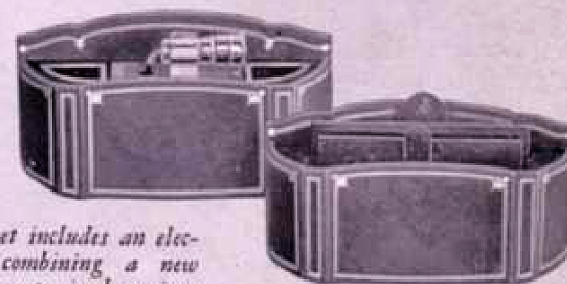


SEVEN
PASSENGERS

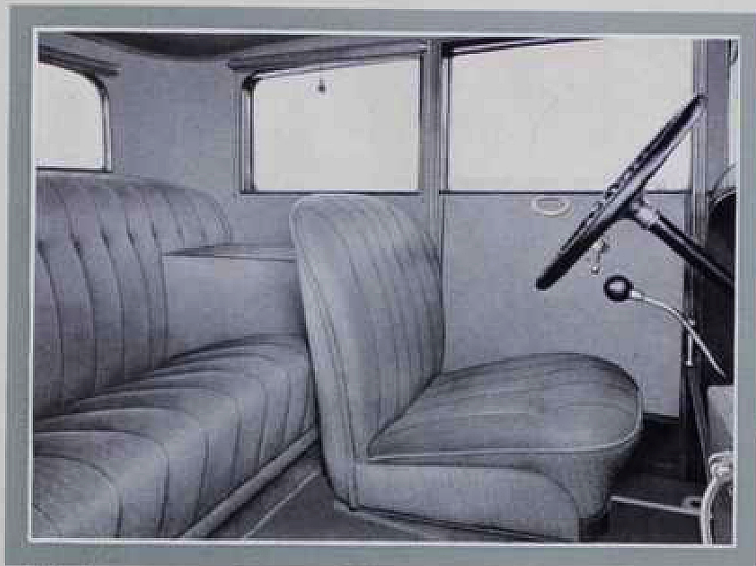


THE interiors of the closed cars shown on the preceding pages present many notable refinements. This illustration portrays something of the beauty and richness of the seven-passenger Sedan, the other cars being trimmed and finished similarly. Please note the manner in which the two auxiliary seats fold into the back of the front seat, affording a roomy spaciousness when not

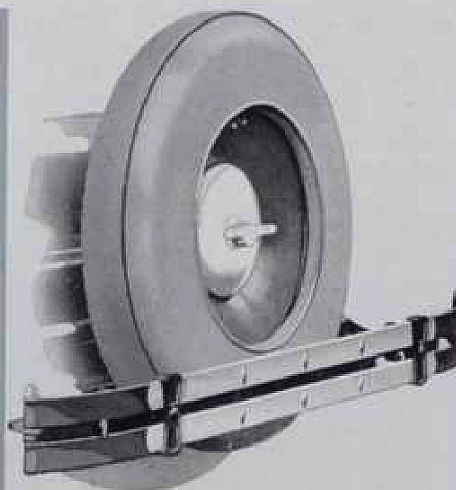
in use. This same effect is obtained in the Sedan Limousine, sliding plate-glass partitions separating the front and rear compartments without necessarily interfering with roominess by the protrusion of the extra seats. Nothing short of a personal examination can disclose the actual beauty and luxury of these new bodies and this you are most cordially invited to make.



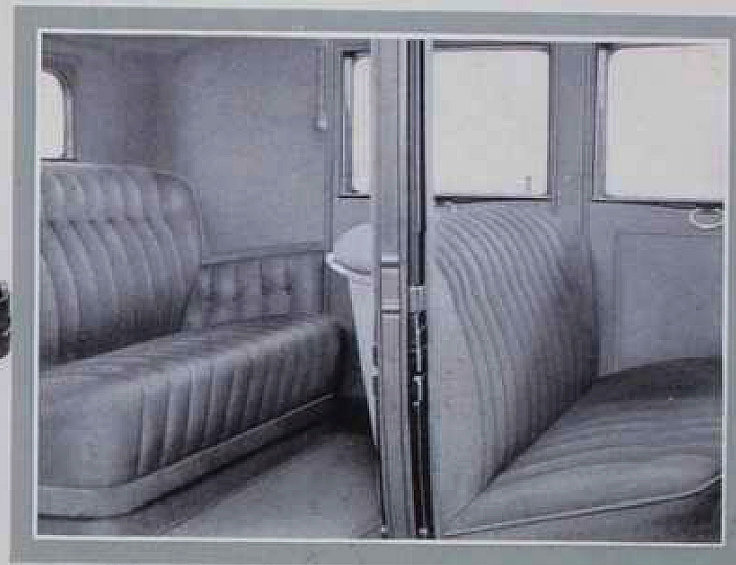
The smoking set includes an electric lighter, combining a new utility with beauty in luxurious appointments.



The four-passenger Coupe, with folding seat, accommodates four adults comfortably.



All cars have specially built double bar bumpers included as standard equipment.



The Club Sedan strikes a new note in luxurious roominess and easy riding.

THE illustrations on this and the page opposite partially show the interiors of three of the four closed bodies furnished on the long wheelbase Packard Six chassis. Though the Sedan Limousine is not shown, it is quite identical with the Sedan except for the movable plate-glass division and the leather upholstery of the front compartment.

The bodies are richly upholstered with the very best grade of all-wool broadcloth. This, in the seat cushions and backs is beautifully figured, while the doors, sides, ceiling and front seat back are trimmed with plain cloth of equal quality to match. The cushions and backs are plaited and button-tied in the most approved manner. Figured lace, framing the cushions and panels, adds greatly to the decorative effect.

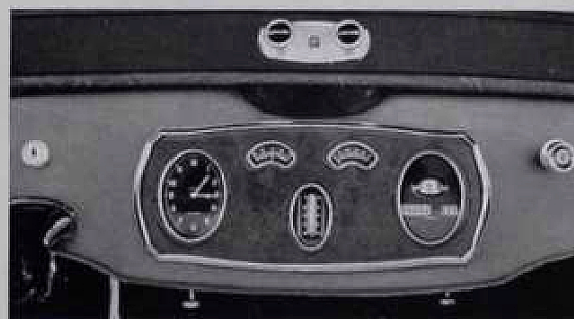
The doors are sealed with compression wind-lace except at the bottoms where they extend to overlap at the body sill. The window mouldings are distinctively shaped from black walnut, with instrument board, and robe rail where used, finished to match. All metal fittings are

individual in design and specially made. The doors have safety catches and a combination of inside and outside locks for greatest convenience. Heel panels and rear compartment floor coverings are made of luxurious wool carpet; the front compartment has heavy linoleum laid back of the inclined floor board.

Windows are of selected plate glass to insure freedom from distorted vision. The door windows lower flush with the door belt.

Rear side windows lower part way, sufficient for ample ventilation. All windows are mounted in rattle-proof, felt-lined metal runways except the rear window which is stationary. Rotary regulators provide quick and easy operation.

In addition to the four body types available on the long wheelbase Packard Six chassis, three are offered on the shorter chassis. These are the two or four-passenger, stationary and convertible Coupes and the five-passenger Sedan. On the longer chassis there is offered also a wide range of beautiful custom body creations.

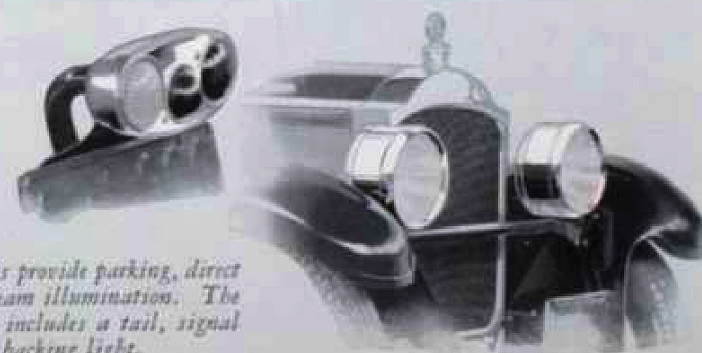


The embossed instrument panel, indirectly lighted, is a strikingly beautiful refinement of the new cars.



THIS illustration shows the interior of the five-passenger Phaeton. The driver's seat and position are most comfortable. Everything is within easy reach and observation. The ignition switch is set into the instrument board just above the steering column support. The chassis lubricator plunger handle appears just below it. The clock, speedometer and ammeter

together with the oil pressure and gasoline supply gauges, each glass covered, are set into a beautifully embossed panel. The choke and spark controls, both used infrequently, are centrally mounted in the cowl moulding. The cigar lighter is to the right of the speedometer. Lights are controlled by the left-hand lever in the center of the steering wheel.



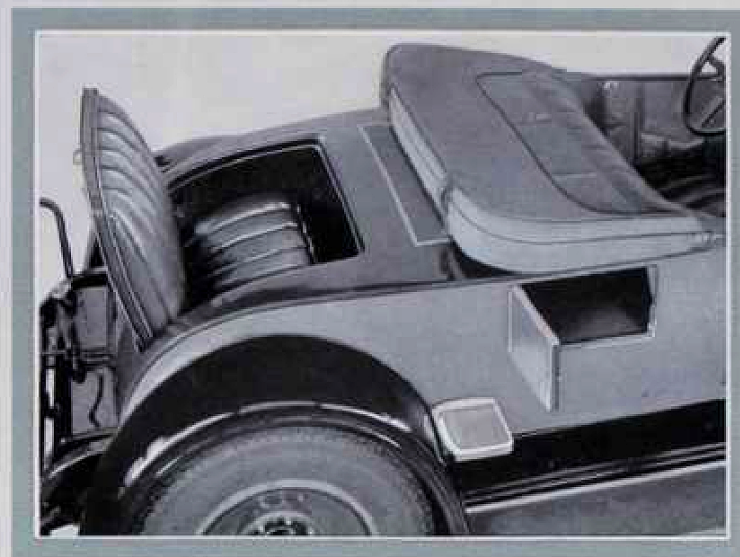
The headlights provide parking, direct and tilting beam illumination. The rear light set includes a tail, signal and backing light.



The Touring Car auxiliary seats are most substantial and comfortable.



The battery, externally mounted, is readily accessible for inspection and attention.



The Runabout has space for golf equipment or light luggage.

THE three open bodies offered on the long wheelbase Packard Six chassis, include the Touring, Phaeton and Runabout types. These are, we believe, the most distinctive and strikingly beautiful of all open cars. Each is offered in a variety of tasteful and colorful combinations with leather upholstery to match. The leather is of finest quality, soft and pliable as fabric and absolutely fast in color.

The tops of all three cars are unlined so that they may be folded and stowed away into neat envelopes when open air driving is desired. Curtains made from a finely woven Burbank material, match the tops. Top supports are of flat metal construction, highly nicked, with walnut-finished wood bows. All upholstery material is of exceptionally fine quality.

Even such details as the tonneau floor and heel board coverings have received attention. These are woven from genuine horseshair, insuring good appearance and long life. The Touring and Phaeton doors, on the right side, have commodious pockets. In addition, the Phaeton has tool and parcel compartments built into the back of the front seat. These are illuminated by a tonneau light. The Run-

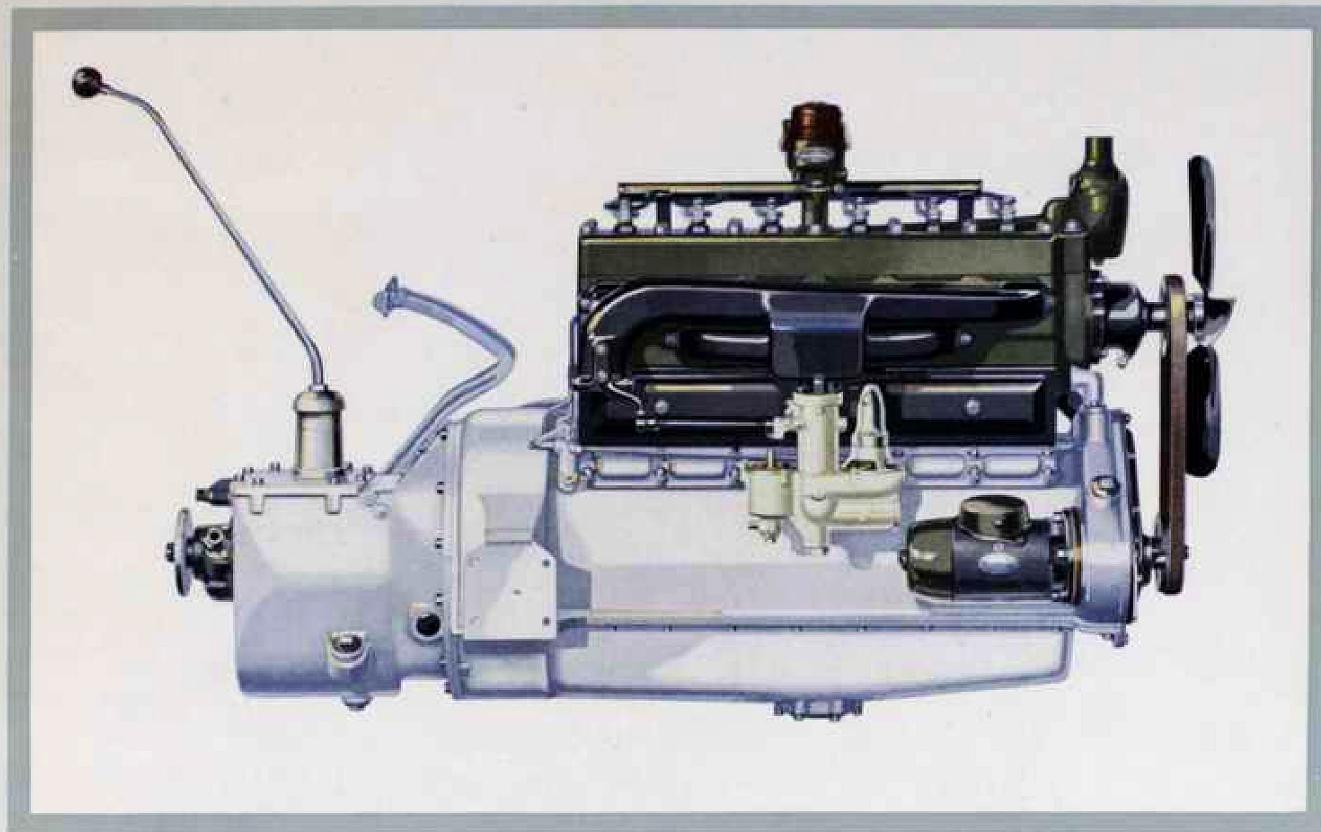
about has unusual storage capacity due to its being used so often as a sports car. The compartment back of the front seat is reached easily through a door opening on the top of the seat back.

The windshield presents an innovation. It is of the one-piece, swinging type with a walnut-finished panel between it and the cowl. The stanchions and glass frame are highly nicked, presenting a most brilliant appearance. Beautiful as have been the open cars in the past, they are now more beautiful. The larger and deeper radiator together with more rugged fenders, add greatly to their attractiveness.

Though the standard cars leave nothing necessarily to be desired, some may wish to select special equipment or accessories. The Runabout shown on page three indicates some of the optional offerings which may be had at a reasonable cost. This includes wire wheels, with the extra wheel carried forward in a fender well on the left side, cowl lamps and a metal and wood trunk rack with walnut finish. This, and other selected equipment, all specially designed to blend with the beauty and quality of Packard cars, may be ordered for both open and closed cars.

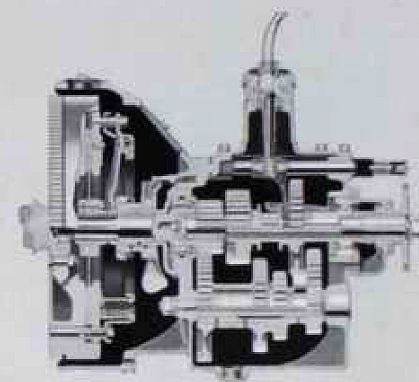


A specially designed spotlight is standard equipment on all open cars.



THE motor of the Packard Six, well within engineering limitations as to size, develops more than eighty horsepower. Recently made improvements are responsible for this great power, more than forty per cent in excess of that developed by motors the same size but of older design. A combination of refinements provides a marked increase in combustion efficiency which, of course, creates power. These affect principally the carburetor and manifolds, cylinder heads, pistons and crankshaft. And, much appreciated, today's Packard Six is among the quietest of motors, regardless of size or number of cylinders. The motor is mounted, as is that of the Packard Eight, at four points, resting upon rubber supports in front.

A very rugged single-plate clutch transmits the motor's power to the transmission with gears and shafts of alloy steel.

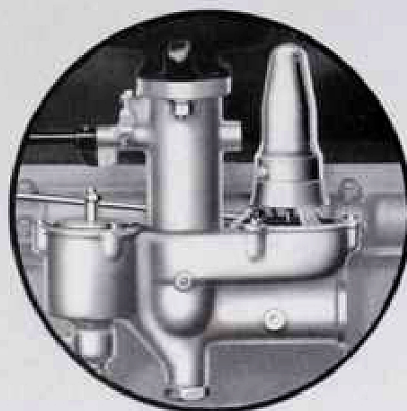
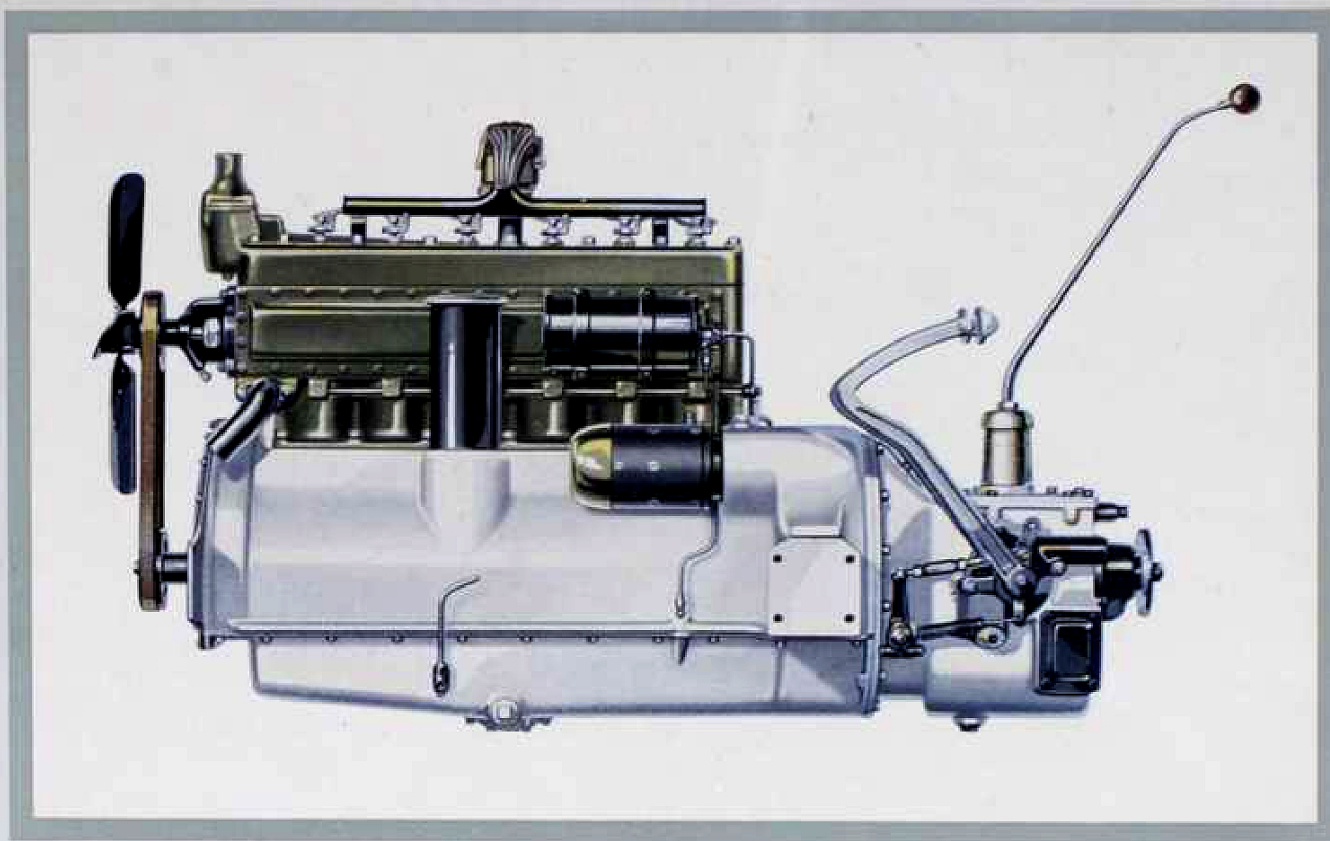


The steering gear, mounted on ball bearings, is easy to operate, and adjustable for wear.



The counterbalanced crankshaft has seven main bearings and contributes to motor smoothness.

The oil flood valve and piping provide extra lubrication for the cylinder and piston surfaces while the motor is warming up.

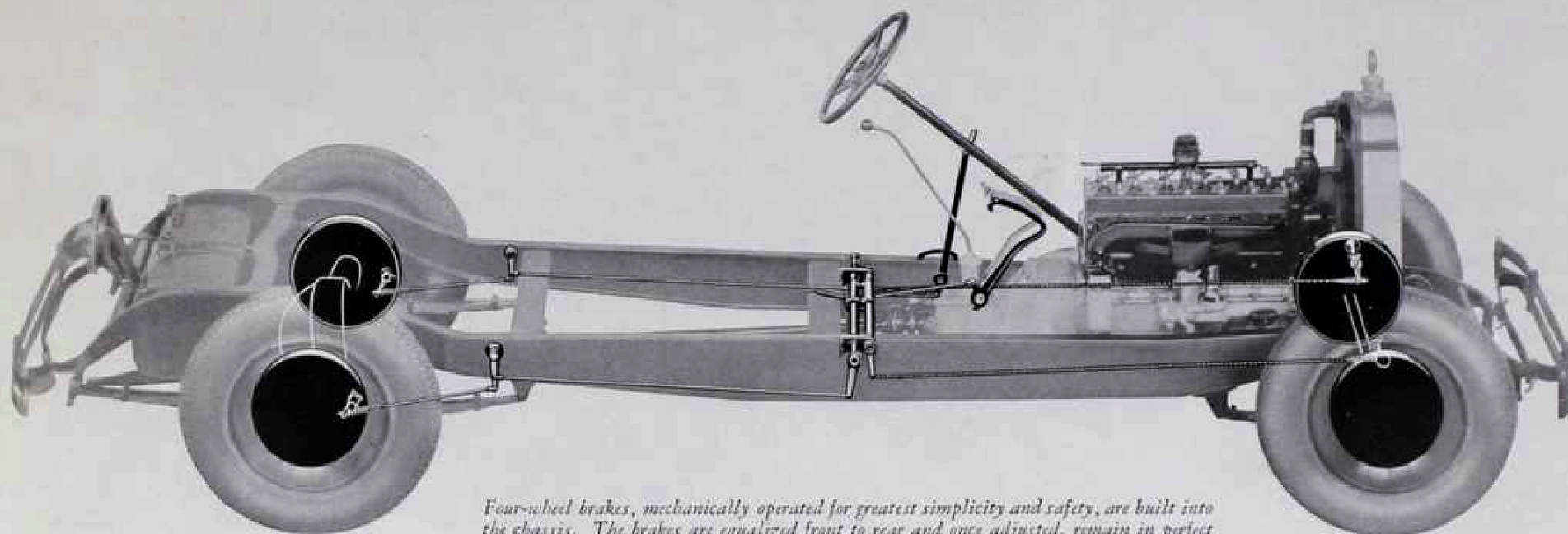


The Packard carburetor, refined for nearly thirty years, is found on no other car.

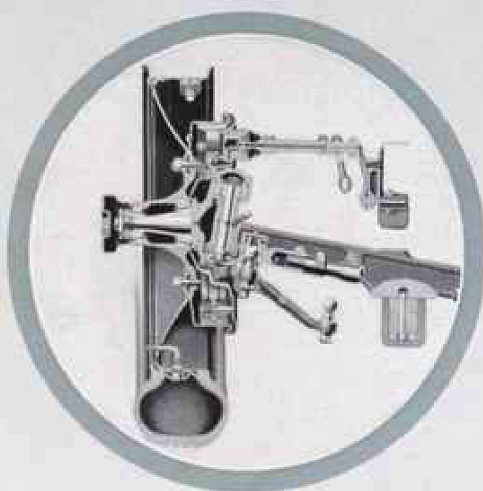


The front springs are underlung and shackled at the front, providing better steering control.

OTHER improvements include the angular setting of the motor to afford a straight-line drive when the car is loaded. This conserves power. And then, tremendously important, is the auxiliary oiling of the cylinder walls and pistons during the period the motor is warming up. This is accomplished, automatically, with the pulling out of the choke rod. With any motor at rest, the cylinder walls and piston surfaces have a tendency to become dry. Then, with the rich mixture necessarily used in starting, the condition is often aggravated by the presence of unburned fuel. Lack of space prohibits telling of all of the interesting things about the power plant and chassis of the Packard Six. An examination will disclose the foregoing which any Packard man will be pleased to explain and to demonstrate to everyone's satisfaction.



Four-wheel brakes, mechanically operated for greatest simplicity and safety, are built into the chassis. The brakes are equalized front to rear and once adjusted, remain in perfect relationship to each other.

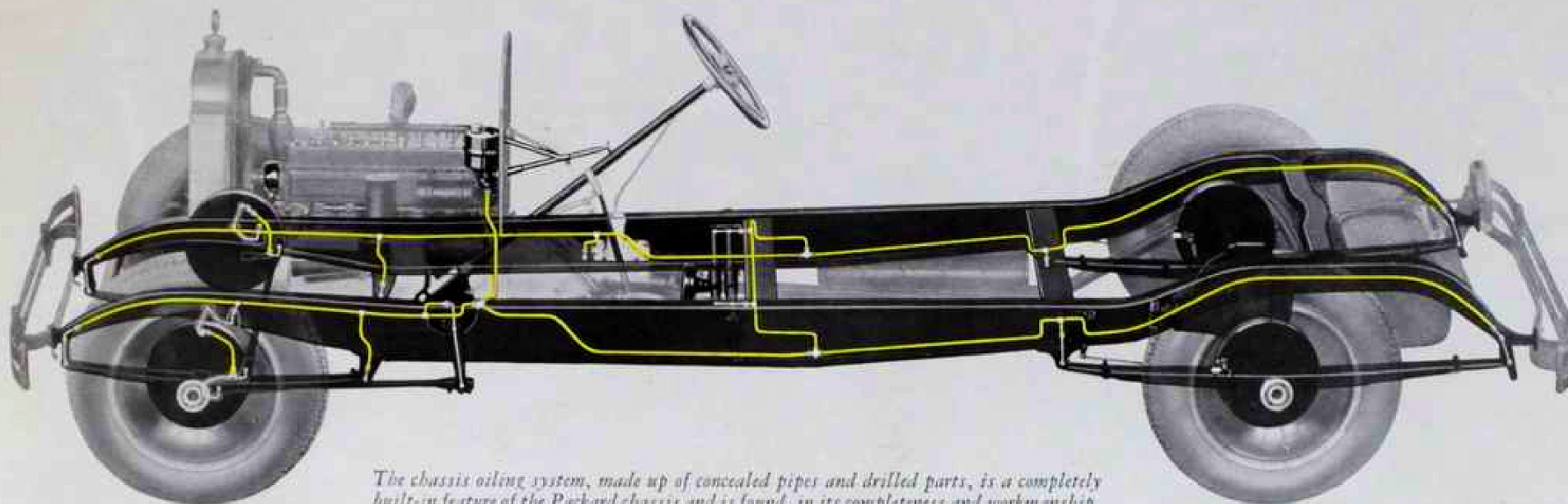


The steering knuckle pin is ball-bearing supported and is set at an angle for easier steering.

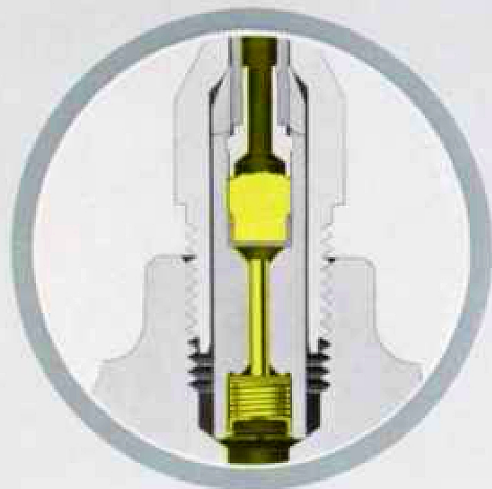
TODAY'S conditions demand motor cars that are agile in traffic as well as fast on the open highway. Ease of handling and certainty of control are absolute necessities for restful driving. The refined Packard Six meets today's conditions in every way. Its great power is easily and surely controlled through a combination of ball-bearing steering and four-wheel brakes. Packard brakes have been time-tested for more than four years. They are mechanical in type and operate equally well under all climatic conditions. There is no sluggishness, in either application or release, during the coldest weather.



The brakes are self-energizing, the momentum of the car increasing the braking effect.

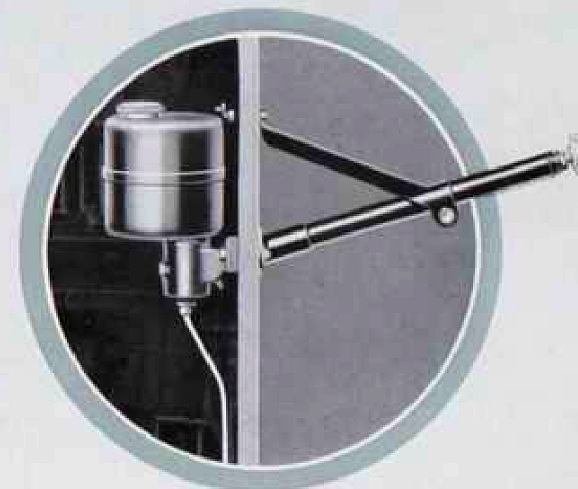


The chassis oiling system, made up of concealed pipes and drilled parts, is a completely built-in feature of the Packard chassis and is found, in its completeness and workmanship, on no other car.



Each oil control outlet limits the flow to an exactly predetermined quantity.

THE Packard Six owner lubricates his car more quickly than it would take thirty-one skilled men to care for the ordinary car. Thirty-one chassis points requiring regular and frequent attention, are oiled in less time than it takes to sound the horn. To indicate just how thoroughly the chassis is protected, even the clutch throw-out bearing, which is very inaccessible and subject to unusually hard service, is served regularly and completely. Either in winter or summer, the Packard owner has the great satisfaction of knowing that his motor car investment is not being depreciated by want of adequate lubrication.



The lubricator is conveniently located, the reservoir holding two months' supply.

S P E C I F I C A T I O N S

POWER PLANT

Motor—Six cylinders cast in one block. Bore, $3\frac{1}{2}$ inches; stroke, 5 inches. Horsepower, S. A. E. rating, 29.4. Motor actually develops more than 80 horsepower.

Cylinders—I-head. Made from special iron and steel alloy.

Pistons—Cast from special aluminum alloy. Piston design developed by Packard. Fitted with four rings.

Connecting Rods—Drop-forged from special steel. I-beam in type and rifle-bored lengthways to provide oil passage from crankshaft to piston-pin bearing.

Valves—Intake, chrome-nickel steel. Exhaust, silicon-chrome steel.

Crankcase—Aluminum alloy casting. Mounted at four points, front supports cushioned in rubber. Seven main bearings afford rigid support for the crankshaft. Lower half provides motor-oil reservoir.

Crankshaft—Seven main bearings. Drop-forged, heat-treated, machined all over, and balanced both at rest and at speed. Drilled passages provide for oil distribution and designed with counter-balances which result in operating smoothness and relief from excessive bearing pressures.

Clutch—Single dry plate. Positive and dependable. Operates equally well under all climatic conditions.

Transmission—Selective sliding-gear type, three speeds forward and one reverse. All gears alloy steel, case-hardened and ground, insuring long life and quiet operation. Shafts mounted in best quality ball and roller bearings.

FUEL SYSTEM

Supply—22-gallon tank mounted at rear between frame members. Fuel drawn from tank by vacuum system located on dash and then to carburetor by gravity feed. Filtered through fine mesh screen before entering carburetor.

Carburetor—Designed for maximum efficiency under varied conditions.

COOLING SYSTEM

Radiator—Nickel and highly polished casing with cellular core. Capacity of cooling system, 5 gallons.

Water Cooling—Forced circulation by centrifugal pump located in forward end of cylinder block. Only two hose connections required.

Temperature Control—Thermostat controls passage of water which is circulated back through cylinder block until normal motor temperature is reached, when it is passed through radiator.

Fan—Four blades, 18 inches in diameter, mounted on roller bearing.

LUBRICATING SYSTEM

Motor Lubrication—Pressure feed by gear-type oil pump, submerged in oil supply in lower half of crankcase. Oil is automatically filtered and its circulation controlled as required by different motor speeds.

Chassis Lubrication—The thirty-one chassis points requiring regular lubrication are oiled by means of a pressure pump plunger, located at the left of the steering column and operated from the driver's seat. Operates perfectly at any temperature.

ELECTRICAL SYSTEM

Ignition—Packard-Delco-Remy distributor mounted in accessible position on cylinder head. Coil mounted on back of instrument board, protected from excess heat and water.

Generator—Packard-Dyneto. Mounted at right front of motor and driven by silent chain, easily accessible for proper attention. Furnished with cut-out relay and entirely automatic in operation.

Starting Motor—Packard-Dyneto. Mounted at left rear of motor, and automatically engaged with hardened-steel gear ring shrunk on flywheel. All parts enclosed and automatic in operation.

Battery—Six-volt, located on right running board at juncture with fender. Accessible for routine attention and long life through better cooling due to radiation.

Warning Signal—Mounted at left of motor, under hood. Electrically operated by push button at center of steering wheel.

Lighting Equipment—Single-wire type, fully protected by circuit-breaker. Includes two nonglare main headlights of 21 candle-power with tilting-beam feature, parking lights and combination tail, signal and backing light; the signal light automatically operated by brake-pedal action and the backing light by gear-shift lever; instrument board light; driving compartment light; tonneau light in open bodies; dome light in closed bodies.

OPERATING CONTROLS

Gear-Shift Lever—At right of driver.

Brake Lever—At left of driver, well forward, permitting free use of left front door.

Service Brakes—Mechanically operated, internal expanding on both front and rear wheels. Completely and automatically equalized, front to rear.

Hand Brake—Internal expanding on rear wheels. All brakes have 14-inch drums.

Steering Gear—Worm and sector type. Ball thrust bearing and easily operated. Steering wheel, 18 inches in diameter.

Motor—Accelerator at right of brake pedal. Hand throttle and lighting switch levers built into the central portion of steering wheel.

Instrument Board—Oil pressure gauge, ammeter, fuel supply gauge, speedometer and clock are grouped in an embossed center panel which is indirectly illuminated for night driving.

Ignition Switch—Integral with the coil mounted at the left of center panel and fitted with lock and key. Cigar lighter at the right of panel.

MISCELLANEOUS

Frame—Depth, 8 inches. Tapered in design to eliminate offsets. Very rigid in construction, due to liberal use of cross members and heavy cross tubes, all riveted securely.

Springs—Semielliptical. Front, 38 inches by 2 inches; rear, 56 inches by 2 $\frac{1}{4}$ inches. Front springs underslung and shackled at front end.

Wheels—Disc steel type, including spare. Demountable at hub and interchangeable, front and rear. Wood or wire wheels, side mounted if desired, at slight extra cost.

Spare Wheel Carrier—Rigidly bolted to frame rear cross member and cross tubes. Hub-clamping in type, protected by barrel-type lock.

Tires—Low-pressure nonskid cord tires, front and rear; size, 32 inches by 6.75 inches.

Speedometer—Driven through a flexible shaft connected with spiral driving gears in the transmission assembly.

Fenders—Deep crown, stamped from extra heavy gauge steel.

Wheelbase—133 inches.

Turning Radius—24 feet 6 inches.

Tools—Tool bag with complete equipment of tools, one-ton jack, wheel-changing equipment.

PAINTING

Though beautiful standards in color have been created, those who buy the Packard Six may express their own preferences in selecting from a wide range of optional colors.

The right is reserved by the Packard Motor Car Company to change specifications or prices without incurring any responsibility with regard to cars previously sold.



THE Packard Six is built in one of the largest, most modern and complete manufacturing plants in the entire automobile industry. It is a full mile in length from the storage buildings and huge body shop in the foreground to the forge and foundry buildings indicated by three clouds of escaping steam. In the center, at the right of the power plant is the service building where spare parts for all

model Packards, past and present, are produced and stocked. Back of this great factory are assets of more than \$50,000,000 devoted exclusively to the making and servicing of Packard products. This extremely modern factory affords a pleasant-working place of more than seventy acres of floor space for the thousands of men who convert raw materials into Packard Six and Packard Eight cars.

You
are Cordially Invited
to Visit the
PACKARD FACTORY
to View and Inspect
its
Manufacturing Facilities

